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EIGHTY DAY BATTLE OF CARPATHIANS SEEMS TO BE DRAWING TO A CLOSE

Russian Success in Snowy Mountain Range Excites Admiration of Military Critics; Movement Continued

ALL ROADS LEAD TO DOOMED LAND

German Resistance in Woewre Plain Seems Weakening, While Allies Are Establishing Strong Base of Supplies

[ASSOCIATED PRESS DISPATCH]

LONDON, April 12.—With the capture by the Russians of almost all the main chain of mountains, the battle of the Carpathians, which has lasted upwards of 80 days, is apparently reaching its termination over one extensive front, and the Russians are said to be moving at various points by railroads, roads, along rivers and streams, down the southern slopes toward the plains of Hungary. This movement, if it continues successfully, will in the view of the Russian military authorities, compel the retirement with little or no fighting of the Austrians and Germans who are still north of the Carpathians, to the east of Uzsok Pass or in eastern Galicia and Bukovina. The battle thus successfully conducted by Russians which, from all accounts, has been one of the fiercest of the war, and the manner in which the Russians overcame the difficulties of mountain fighting in midwinter are the subject of praise by those who witnessed the operations or are acquainted with the country traversed.

The first phase of the battle of Woewre has also apparently come to an end, and interest now centers on the next move of Gen. Joffre, the French commander, in his effort to compel the Germans to release their hold on St. Mihiel, and that part of the plain of Woewre included in their wedge. The capture of Les Eparges was, in the opinion of British military critics, a long step in the direction desired by the allies, but they place even more importance on the advance from Regneviller toward Thiaucourt in the south, as the latter town is a railway center from which the force at St. Mihiel has drawn its supplies.

This battle has not as yet proved a prelude to a general offensive in the west, as was expected. This is probably due to the fact that instead of moving troops from other points along the line to assist the army of Woewre, the Germans brought reinforcements from the interior of Germany or perhaps from the eastern front, and consequently the situation remains comparatively quiet on the western front.

The German submarines are again showing activity, for, besides the Harpalyce, which according to one member of the crew and the officers of another steamer, that was torpedoed, they have attacked since Saturday night the British liner Wayfarer, the French steamer Frederic Frank and a little steamer, the President. The Wayfarer reached Queenstown in a sinking condition. The Frederic Frank was towed to Plymouth, the President was still afloat when the crew of ten left her.

"It is significant that although a month has passed since the action at Neuve Chapelle, the enemy has made no attempt to retaliate in any quarter but has remained inactive while we have established ourselves securely on the ground won," is the declaration of an eye witness at British headquarters on the continent April 9.

"Looking back over four months, it is instructive to note the gradual weakening of the German resistance on our front. Formerly any offensive action on our part met an immediate counter attack. This is the first occasion the enemy has made no reply at all. This does not mean the resistance is collapsing, but the Germans have admitted themselves unable to avenge their with the troops at their disposal."

THE WEATHER

WASHINGTON, April 12.—For Arizona: Fair and warmer.

Senator Ashurst Caught In Cold Weather Clothes

Possibly the warmth of the weather and the fact that every blooming, and all the vicinity seems teeming with life, had something to do with Senator Henry Ashurst's highly optimistic view of life in general, when he got straightened out for a series of official calls on Phoenix folk yesterday. Or it might have been the recent opening of the new power dam over Granite Creek near his Prescott home. At any rate the joke is on the mountaineer statesman, for he came to this southland wearing clothing suited

RESERVE SYSTEM GOOD

SAN FRANCISCO, April 12.—Charles S. Hamlin, governor of the federal reserve board, characterized the change in the country's financial system made by the reserve system as "a step from one of the worst in the world" to one "which will make it a center of the world's exchanges," in an address before the chamber of commerce.

THE KRON PRINZ IS LIKELY TO BE INTERNED

German Merchant Raider Will Not Be Permitted to Go Into Drydock Until Formal Request Made for Time

[ASSOCIATED PRESS DISPATCH]

NEWPORT NEWS, April 12.—The German merchant raider Kron Prinz Wilhelm will not be permitted to go to drydock at the ship yard until Lieut. Commander Thierfelder makes a formal request for time to complete such repairs as he deems necessary to make his vessel seaworthy. Thierfelder told Collector Hamilton tonight he could not do so before tomorrow.

Experts at Newport News who examined the ship found her leaking slightly and her boilers in a bad condition. Unofficially it is learned the vessel required extensive repairs. That taken to indicate the ship eventually might be forced to intern.

Ten more cases of beri beri were reported aboard the Wilhelm, making the total 116, according to latest advices. None of the men will be removed. "Capt. Thierfelder, however, is insistent he must hasten to repair the ship and return to its work as a merchant raider. He discharged the officers and men of British ships Tamar and Coleby whom he brought here, they were transferred to the British steamer Cassandra, which sailed tonight for England.

That the escape of the Wilhelm from the allied warships was miraculous was attested tonight by Captain Thierfelder, in describing his experiences after destroying the Coleby on March 27.

"We started north from the equator short of coal and provisions," he said, "and also with sick sailors aboard, afflicted because of too much rice diet and lack of fresh vegetables. When we started north we hoped to meet German supply ships. Unfortunately for us, none turned up. What became of them we don't know except that we saw from the shelter of overhanging clouds the collier we expected being chased by two British cruisers, which fortunately did not sight us.

"It was necessary for us to get to a port and also to drydock."

"As we came up we continually

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WATER FETE COMMITTEES IN FINAL SESSION TODAY

In order to give the arrangements for the water fete the final official up and down, the general and special committees will meet.

Everything will be lined up for the motorcade to Roosevelt on April 14 and 15, for the large and gorgeous celebration of the full reservoir.

Little remains to be done. Only

for a more elevated or a more northern clime.

"I am glad I don't have to be in Washington before December," said he, "for it will certainly be warm there this summer."

"Everything is looking fine just now. I am mighty glad to be back in Arizona and see people once more. I believe business is better inside this state than just across its borders, although, there is a general revival of trade and a much better tone to all finance."

And the senator went on shaking hands with the federal building bunch, with whom he happened to be visiting at the time.

TELEGRAPHERS ARE UNDERPAID SAYS CARLTON

President of Western Union Causes Mild Sensation When Says Operators Should Make More Money Than They Do

KONENKAMP ALSO HAS SOME VIEWS

President of Telegraphers' Union Refers to Some Methods of Western Union as "Criminal" and Conditions as "Slavery"

[ASSOCIATED PRESS DISPATCH]

CHICAGO, April 12.—President Newcomb Carlton of the Western Union Telegraph and S. J. Koenkamp, president of the Commercial Telegraphers' Union of America, testified from their respective viewpoints before the U. S. commission of industrial relations as to wages and working conditions of commercial telegraphers. Carlton caused a mild sensation when, replying to a question of Chairman Walsh, he said: "I believe the telegraphers are underpaid."

"Overpaid!" exclaimed Walsh. "No they are underpaid. I think they ought to make more money than they do." He declared they should be able to earn five dollars for a nine hour day. Koenkamp referred to some methods of the Western Union as "criminal," and the condition of operators as "slavery."

Carlton said so far as he was able to ascertain wages of operators were increased thirty per cent in the last ten years.

"Ten years ago a Morse telegrapher," he said, "received \$18, it is now \$22. It was \$12.50 for women and now it is \$18."

The witness stated his company has one of the best pension and relief organizations in the country, it costs the men nothing and half a million was expended on it last year, he said.

"I do not mention this as a substitute for pay," nothing can take the place of that, it is merely our contribution to society and it is good business," said Carlton.

The witnesses opposition to an organization headed by Koenkamp, who followed him on the stand, was made plain in various utterances. He admitted the principle of collective bargaining, that is "responsible for the organization," of Western Union Telegraphers could be dealt with. The men should have some organization to protect their interests, he stated with emphasis.

"We are subject to control by the interstate commerce commission," Carlton said. "It absolutely fix not only our practices but our rates. I believe, therefore, the commission should be given sufficient power to see fair wages paid and fair working conditions provided. I think cooperation and public employees are entitled to protection by some federal commission."

The policy of the Western Union, the witness stated was formed by an executive committee. Jacob Schiff, member of that committee was quoted by Chairman Walsh as having said self-surveying employer would refuse to deal with representatives of union

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Board Of Pardons And Paroles Sustained By Supreme Court Decision

In Exhaustive Opinion State's Highest Tribunal Affirms Decision of Lower Court in Knox Laird Case and Upholds Law Creating New Organization—Governor's Pardoning Power Restricted—Judge Cunningham Dissents

Affirming the decision of the lower court in the Knox Laird case, the supreme court yesterday sustained the law creating a board of pardons and paroles, and making the governor's power to pardon depend on the recommendation of that body. The opinion was signed by Chief Justice Ross and Justice Franklin, Justice Cunningham dissenting.

The Laird case, which was brought to test the power of the new board of pardons and paroles, arose by reason of an unconditional pardon granted the prisoner by Governor Hunt on February 23. Laird accepted the pardon, but the superintendent of the prison refused to discharge him, on the ground that the application had not been passed on by the board of pardons and paroles. Laird made application for a writ of habeas corpus, which was issued. The case came up for hearing before Judge O. J. Baum of the superior court of final county, who denied the petition and dismissed the writ. Laird then carried the case on appeal to the supreme court.

After reciting the facts in the case, the opinion of the supreme court says:

"While the facts in the case are simple and easily understood, the question they present for our determination is a serious one. It is, how, under our constitution and laws, is empowered and authorized to grant pardons. Every civilized country recognizes and has, therefore, provided for the pardoning power to be exercised as an act of grace and humanity in proper cases. As was said by Justice Wayne in Ex parte Wells, 18, How, 52, 216, 'without such a power of clemency, to be exercised by some department or functionary of government, it would be most imperfect and deficient in its political morality, and in that attribute of Deity whose judgments are always tempered with mercy.' The state in adopting a constitution recognized it as a fixed and desirable institution and, accordingly, incorporated it in its fundamental law. It is not a power, under our system of government, inherent in any officer in the state, or any department of the state. The people in framing and adopting their constitution could have bided the power in the legislature or in the governor, secretary of the state and auditor, or either of them or in the members of

this court, or either of them or as has been done in some of the state constitutions, in a board of pardons. 'The provision in our constitution concerning the pardoning power is in the following language: "The governor shall have power to grant reprieves, commutations and pardons, after conviction, for all offenses except treason and cases of impeachment, upon such condition and with such restrictions and limitations as may be provided by law," Art. 5, Sec. 5, omitting from this section such

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HOPE TO DIVERT FREIGHT EAST OF THE COAST

Transcontinental Railroads Propose to Meet Competition Via Canal By Making Rates to Divert Freight East of Terminals

[ASSOCIATED PRESS DISPATCH]

WASHINGTON, April 12.—That the transcontinental railroads propose to meet competition via the Panama Canal by making rates to divert freight to points just east of the Pacific coast terminals for distribution, was made clear in hearings before the Interstate Commerce Commission today. The commission is considering the rates in the so-called back-haul territory, the Great Northern and other transcontinental roads with terminals at North Pacific coast points served notice on the commission of the carriers purposes. "If the construction of the canal," he said, "lowered rates to coast points to a degree that will make our Pacific terminals less machinery, so far as transcontinental traffic is concerned we have the right to make rates that send freight to intermediate points for distribution. If rates to Seattle prevent us from competing in transcontinental trade we might make a rate that would send that freight to Spokane for distribution in that competitive territory. We propose to bring that right before any court, and that right before any court, the railroads proposed to cut rates in back-haul territory by reducing the terminal rate which will form part of the back-haul rate. Representatives of San Francisco, Tacoma, Portland, Seattle and other sea ports opposed the plan declaring it to be a discrimination against them, because it would deprive them of the benefits of water competition by lowering rail rates from coast to nearly interior points. Representatives of Spokane and Sacramento supported the plan. Joseph N. Teal, representative of Portland, Seattle and other ports of Oregon and Washington; Attorney Ham for San Francisco declared the proposal would give the interior points approximately the same rates as enjoyed by seaport terminals, and would overcome the natural advantage of water competition. J. W. Hadley of Sacramento, argued in favor of the railroad proposals. Representatives of interior cities outside of the back-haul territory expressed dissatisfaction with details of the plan.

The policy of the Western Union, the witness stated was formed by an executive committee. Jacob Schiff, member of that committee was quoted by Chairman Walsh as having said self-surveying employer would refuse to deal with representatives of union

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TO REQUEST SPEEDING UP OF PRIZE COURT MACHINERY

WASHINGTON, April 12.—Moved by appeals for relief by the owners of the American ships and cargoes now held at British ports mainly at Kirkwall, the state department is preparing further representations to the British government requesting the speeding up of the machinery of the prize courts. So far, not a single American ship or cargo has been released through the British courts, although many of those held were seized months ago. A typical case is that of the steamship Antilla which has been tied up at Dundee, Scotland, since February 25 unable to get before the prize court. The cargo is composed mainly of cattle food consigned to Sweden. Both the Danish and British consulates in New York have certified that there was nothing in the Antilla's cargo that was not specifically covered by the Swedish embargo. In other words, none of the goods could be exported from Sweden to Germany.

The state department felt under the circumstances the British authorities should have ordered the immediate release of the Antilla and her cargo. Nearly the same conditions are said to exist in the case of the American steamship Joseph W. Fordney, whose owners today appealed to the state department for her release. She was seized off the Norwegian coast and taken to Kirkwall, although, according to evidence be-

fore the state department and should not have been detained. Notice was received from the British government that in the case of contraband, if found in the cargo of detained ships, all the expenses of loading, unloading and dockage would be charged to the shippers. In the view of the wide range of the British contraband list

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HUERTA SWEARS NEUTRALITY IS TO BE OBSERVED

Former President of Mexico Arrives in New York and Is Passed By Immigration Officials As Transit Alien

ON BUSINESS AND PLEASURE

Says He Has No Intention of Going to Mexico or Cuba, But Will Return to Spain, Probably Early in May

[ASSOCIATED PRESS DISPATCH]

NEW YORK, April 12.—General Victoriano Huerta, former provisional president of Mexico and nearly a year in exile in Spain, arrived on the Spanish steamship Antonio Lopez from Cadiz. Huerta passed by immigration officials as a transit alien, after he declared under oath he will do nothing that in any way will involve the neutrality of the United States.

The former president said he had come to the United States partly for pleasure and partly to attend to personal business connected with family matters. He swore he had no intention of going to Mexico or Cuba. He probably will leave early in May to return to Spain.

[ASSOCIATED PRESS DISPATCH]

WASHINGTON, April 12.—Carranza informed American Consul Silliman at Vera Cruz he would furnish a train for Americans desiring to leave Mexico City. He will permit a passenger train from Vera Cruz to proceed as far as Comoteco, 40 miles east of Mexico City, where the Americans can be picked up. The first chief asked to be notified as to the number of Americans expecting to leave and the time they wish the train to be ready.

This action grew out of an effort of the United States to obtain neutralization of the railroad between Mexico City and Vera Cruz, although unwilling to make any permanent arrangements with Carranza it is now the expressed desire to aid foreigners who are anxious to reach the seacoast. Many Americans and foreigners in Tampico are similarly planning to leave as soon as transportation arrangements can be made. Secretary Bryan sought to aid the war department and the transport Summer at Galveston was ordered to Tampico to bring back 300 or more foreigners.

In its summary of the reports from Mexico the state department said the work is proceeding slowly on the railroad south of Piedras Negras for lack of material and that traffic will not be resumed for three weeks.

Some fighting is reported from the west coast but the outcome of the attack on Acapamota by Carranza forces is not definitely known. Both forces were short of ammunition the report said. Mail censorship has been established at Colima.

The abandonment of the proposed Villa attack on Nuevo Laredo is reported from the border. General Hernandez having returned to Piedras Negras with his forces, the remaining Villa troops not being strong enough to attack.

The Villa agency made public the following statement from Diaz Lombardo, minister of foreign affairs, explaining the recent mining decree:

"The provisional government does not mean to confiscate the mines, but to re-establish in effect some provisions of the old mining laws which provisions were universally adopted and enforced and which consist of declaring the forfeiture of mining property when, without justified cause, it is not developed or operated within a given time, or when the owners of said property fail in the payment of taxes. One of the provisions of the old law so established is that no mining property can exceed fifteen pertenencias (mining claims) for each individual or 150 pertenencias for a company."

"This last regulation will have no retroactive effect. Existing properties are not subject to its application. It is

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[ASSOCIATED PRESS DISPATCH]

man he was on a large ice pack separated from them on the shore by a wide stretch of water. At first they thought he was a hunter from their tribe but upon reaching the shore they learned the man was not a native. As he disappeared the man was walking slowly in the same direction as the moving ice.

The natives were surprised he had not hailed them before the wind widened the distance between the ice floe and the shore ice. The ice was moving steadily southwest and unless the wind shifted, must have touched Wrangell Island where food caches were left last summer by the party which rescued the survivors of the wrecked Stefansson ship Karluk.

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